



**IN YOUR
COMMUNITY**

East Vancouver Port Lands Committee January 2015



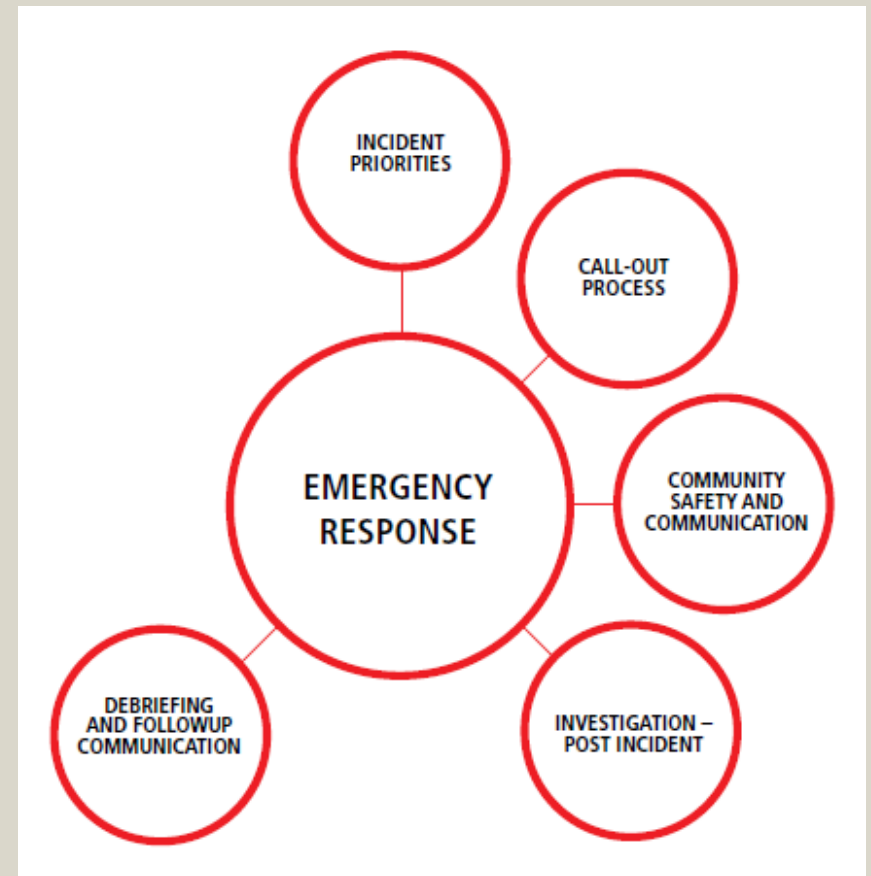
OUR NETWORK



WORKING WITH COMMUNITIES

PLANNING AND RESPONSE

- Preparing:
 - Phase 1: Overview
 - Phase 2: Tabletop exercise with local first responders.
 - Phase 3: Mock exercise
 - Railroad 101: Specific Fire/Police department training



DANGEROUS GOODS

SAFE TRANSPORTATION OF DANGEROUS GOODS

CONTEXT

Who owns the tracks?

CP owns our own tracks and Right of Way.

Who owns the tank cars?

Tank cars are owned by product producers or third party lessors.

Who owns product in the cars?

The product producer.

Must CP move dangerous goods?

Yes. The Canadian Transportation Act requires all railroads to move all forms of rail traffic.

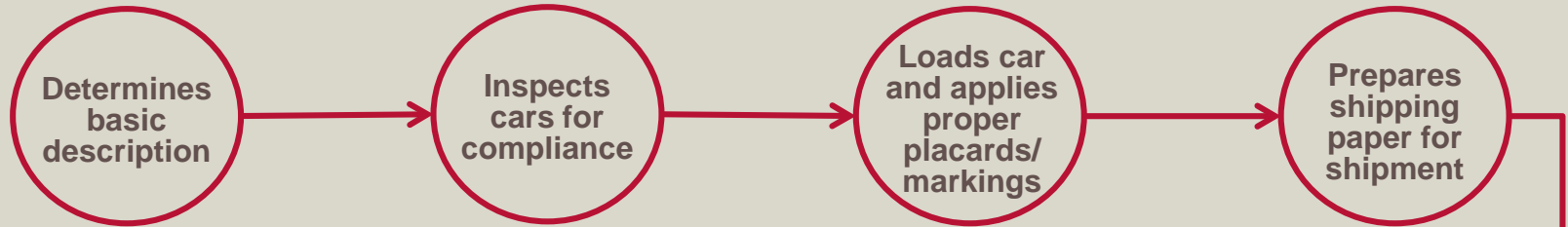
Who is liable for the movement of dangerous goods?

The railway. In the event of an incident on CP tracks, CP is liable.

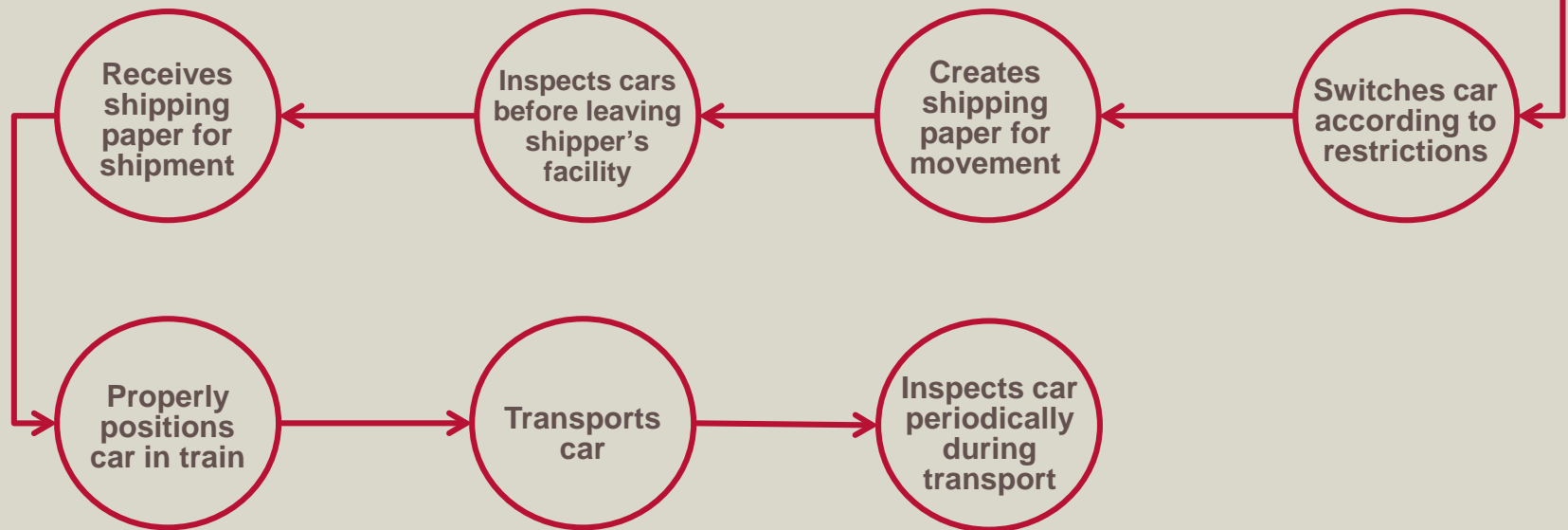
SAFE TRANSPORTATION OF DANGEROUS GOODS

THE INSPECTION PROCESS

CUSTOMER



RAILWAY

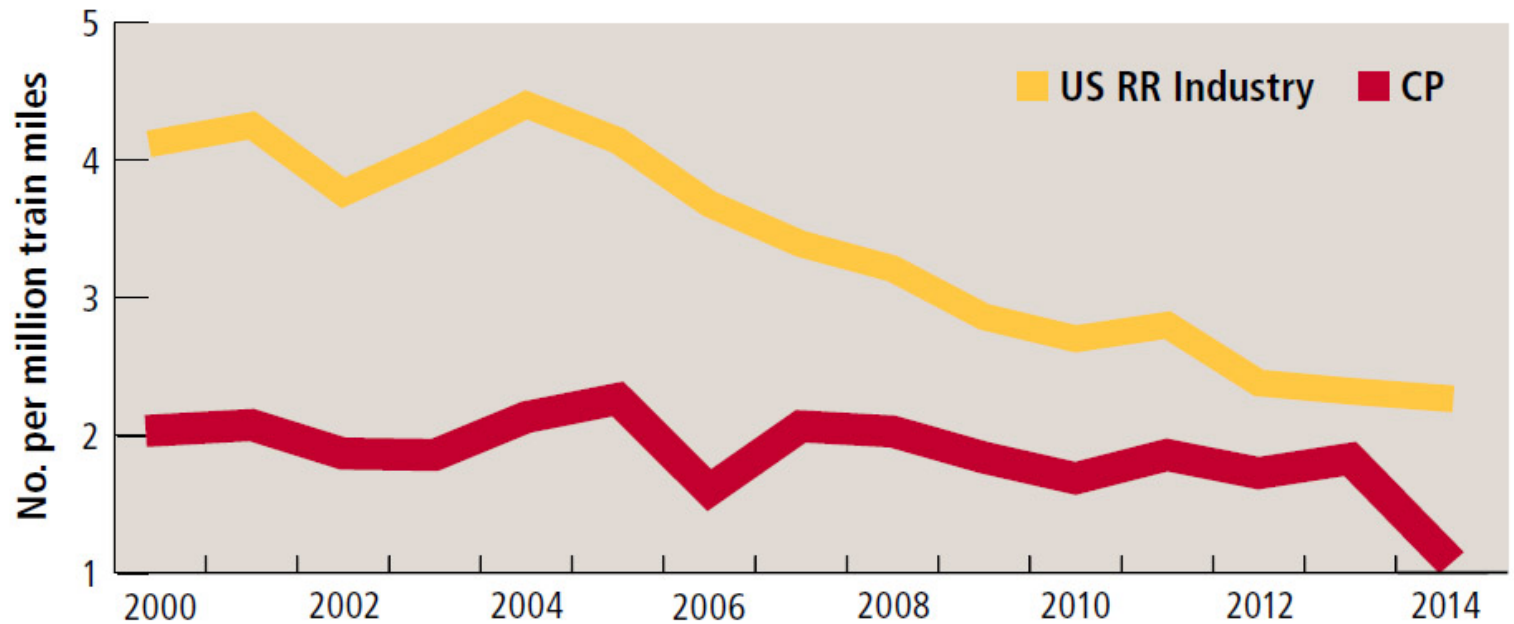


SAFETY

SAFE TRANSPORTATION OF DANGEROUS GOODS

INCIDENT RATES CONTINUE TO DROP

FRA Train Accident Rate 2001 – 2014

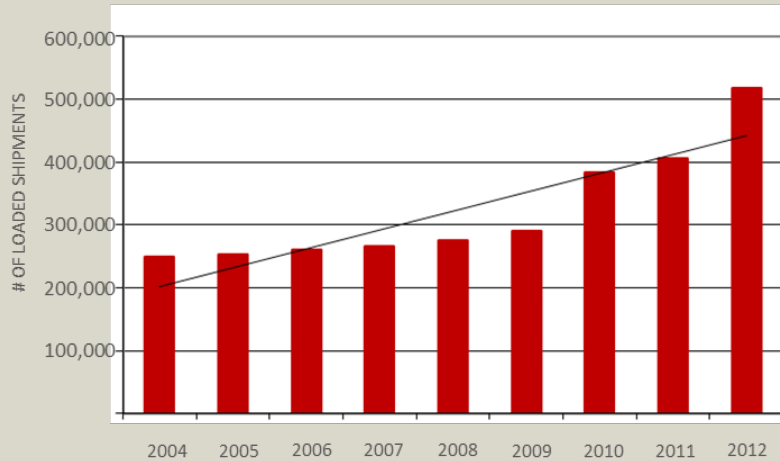


CPR YTD = 2014 June

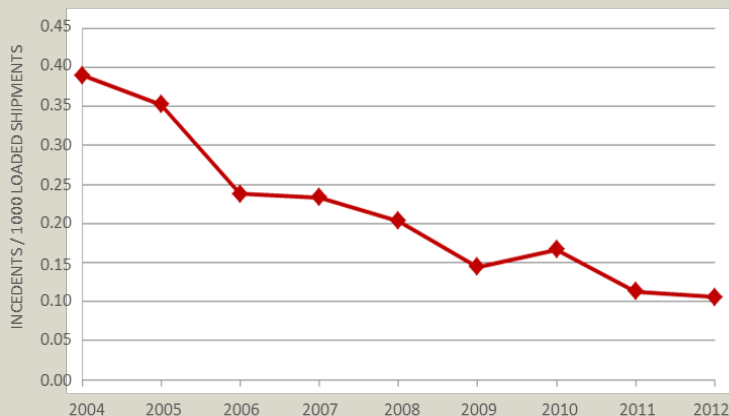
SAFE TRANSPORTATION OF DANGEROUS GOODS

SAFETY AND VOLUMES ARE INCREASING

CP HAZARDOUS COMMODITY SHIPMENTS



CP HAZARDOUS COMMODITY INCIDENTS



- CP is an industry leader in safety leading the industry for seven years.
- Railways are recognized to be the safest way to transport hazardous commodities
- 99.997 percent of rail industry shipments considered hazardous commodities reach their destination without a release caused by a train accident
- Rail hazardous commodity accident rates are down 91 percent since 1980 and 38 percent since 2000.
- CP hazardous commodity incidents are on a downward trend even as volumes grow

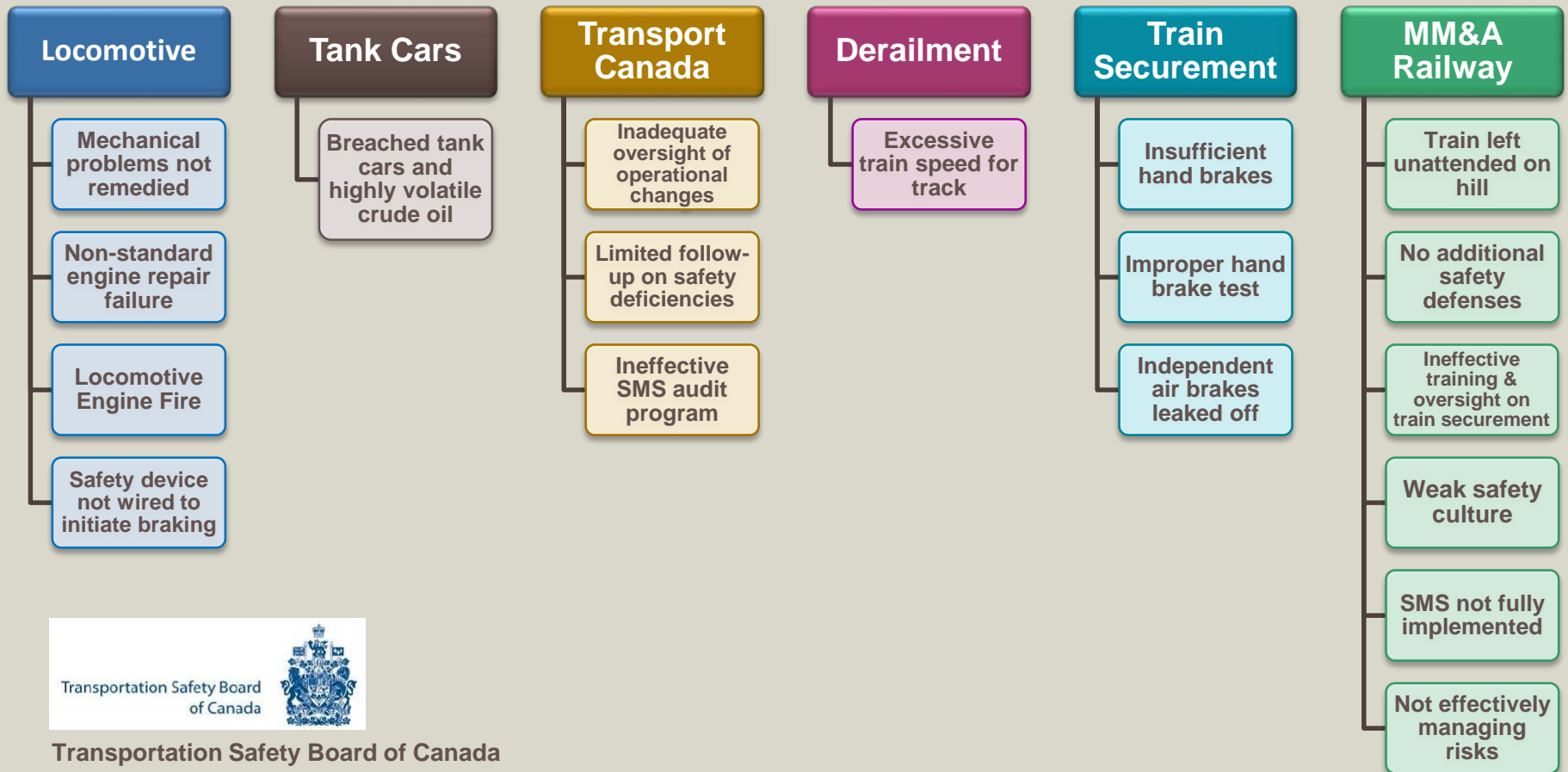
REGULATORY CHANGE

CP MEETS OR EXCEEDS ALL REGULATORY REQUIREMENTS

- Transport Canada Emergency Directives
- Crew, size
- train securement
- Braking
- DOT 111 tank car retirement
- Transport Canada – Transportation of Dangerous Goods Act Protective Directions:
 - Testing, documentation
 - Information sharing (FCM)
 - ERAP for crude oil, ethanol
- Railroads support increased standards

LAC MEGANTIC

TSB IDENTIFIED 18 CONTRIBUTING FACTORS



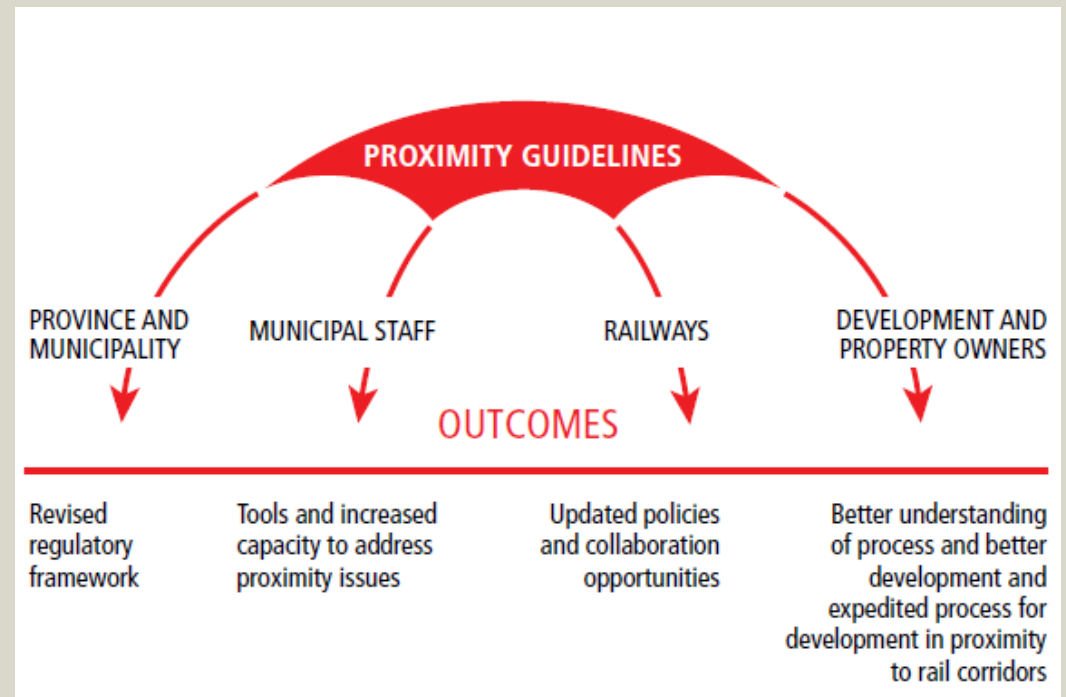
Transportation Safety Board of Canada
investigative findings, 2013

LIVING NEAR THE RAILWAY

PROXIMITY GUIDELINES

WWW.PROXIMITYISSUES.CA

- Created by the Federation of Canadian Municipalities and the Railway Association of Canada.
- Updated in 2012.
- Re-launched at FCM 2013 in Vancouver



PROXIMITY GUIDELINES

SETBACKS

- The standard recommended setbacks for residential development in proximity to railway operations are:

Recommended building setback	
Freight Rail Yard	300 metres
Principle Main Line	30 metres
Secondary Main Line	30 metres
Principle Branch Line	15 metres
Secondary Branch Line	15 metres
Spur Line	15 metres

CONNECT

Mike LoVecchio

Director Government Affairs

778 772-9636

mike_lovecchio@cpr.ca

@mike_lovecchio

Public Information

CP Community Connect

24/7 toll free 800 766-7912

community_connect@cpr.ca

www.cpr.ca

@CanadianPacific

Emergency Contact

CP Police Service

24/7 Toll Free 800 716-9132